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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
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with which is incorporated the
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A. J. THOMPSON, Captain,
Staff Officer H.K.V.C.
Hongkong, 27th July, 1907. 1265

NOTICE.

BILLS for all Monies due by me should be presented to me on or before the 15th September, 1907. All outstanding accounts due to me, if not settled on or before the 15th September, 1907, will be passed into the hands of my Solicitors.
J. W. OSBORNE.
Hongkong, 15th July, 1907. 1181

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Hongkong, 20th August, 1907.

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Correspondents must forward their names and ad
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The Daily Press.

HONGKONG, AUGUST 23RD, 1907.

For about four months, Sir HAVILLAR DE
SAUMAREZ, Chief Justice, with Messrs. A.
McLEOD, C. BUCHANAN, C. M. EDE, A. M.
MARSHALL, and C. W. WRIGHTSON have
been investigating the administration of the
Shanghai Police Force. They sat sixteen
times and examined twenty-two witnesses,
besides listening to a couple of deputations
from the Police. They also advertised for
suggestions from the public, but though it
was a public meeting of ratepayers which
demanded the enquiry, only three commu
nications came in response to that invitation.
There had been suggestions of corruption
in connection with the Force. There always
is, wherever there are police, for no service
offers greater temptations, and the man in
the street is rarely charitable in estimating
his fellow's power of resisting such. The
investigators state unanimously that against
the European and Indian branches of the
force they found no ground for the charge,
and no evidence of corruption in the case of
any individual. "In the Chinese branch
it seems to be admitted that there is
corruption." What a curious remark!
Who admitted? The Chinese? Or does it
mean that the Europeans and Indians said,
"not us, but the Chinese"? In all three
instances it seems clear that the utmost
investigators can say is "not proven." As
a remedy for possible corruption, the Com
mittee proposes the establishment of a
conspicuously placed letter-box, a sort of Lion

of Venice, in which accusations and com
plaints may be posted; but unlike the
Venetian arrangement, these must not be
anonymous. We cannot hope for much
benefit from such an arrangement. The
only really important decision of the
Committee was that a thoroughly capable
administrator and organizer should be
appointed as Captain-Superintendent, pro
visional ones having been "unsuitable." This,
the Municipal Councillors hope, is now
accomplished, in the selection of Lieut. Col.
C. D. BRUCE. In all probability that gentle
man will be given a freer hand than his pre
decessors had, and more material to work
with, although the Committee's idea that
double the number of Europeans and
Indians employed in 1906 are needed may
not be wholly accepted. Still, it cannot be
denied that Shanghai has grown and ex
tended in such a way that the existing
force has been quite inadequate, especially
when it is remembered that there are so
many law-breaking communities of natives
in the environment. On top of this, slack
administration and incomplete arrangements
have fostered indiscipline. In the Indian
branch, it broke into open insubordination,
while among the Europeans it seems Jack
has been as good as his master for a long
while. Constables who have been acting
sergeants during emergencies do not relish
taking orders the day after, and so on.
Lieut. Col. Bruce, with more man, will have
no difficulty in reforming that state of
things. The Committee refers to the undue
prominence of the police cautions; we have
thought for a long time that in the matter
of sports and refreshments the Shanghai
police have been too indulgently treated.
Adequate provision for the recreation of the
men off duty is a good thing; but it should
be less easy for other members to "get
off" to complete a team of an eleven,
especially when the force is not too strong
for the duty to be done. The previous
Capt. Superintendent's view that the Chinese
constables are the nose, eyes, and ears
of the force is apparently endorsed by the
Committee, and they are to be strengthened,
in spite of their "admitted" corruption.
Questions of pay cannot be considered here,
they depend entirely on local considerations.
The Committee reports that "some of the
European inspectors and sergeants do not
seem to understand Sikhs. They have
treated them in some instances as coolies.
A man in the position of an inspector should
know better than this, and we think that
one of the qualifications of an inspector
should be that he knows how to deal with
the men under him, so that while maintain
ing proper discipline he should not offend
their proper pride." That is a feature we
can quite understand here, though it is less
easy to see how it is to be quickly remedied.
The Committee was not satisfied that the
merits of a constable as a zealous and effi
cient policeman always received sufficient
recognition. In this connection, it is
permissible to mention a recent disagree
ment between the Press of Shanghai and
the police authorities. No one suggests the
property of policemen giving away informa
tion that should not be published, but that
is not best prevented by a stupid general
order that subordinates must refuse all
information to the Press. The Press and
Police work well together in many places,
mutually co-operating, and timely recogni
tion of a constable's or detective's success in
the Press cannot but encourage the force to
further enterprise. As it is, the instruction
to hold no parley with reporters permits of
no discretion on either side, and the inevi
table result is injurious leakage and garbled
reports. By permitting the exercise of
discretion on both sides, both, and the
public as well, are bound to benefit. Cases
of indiscretion could always be dealt with
in a very practical way.

Col. H. Hamilton, C.B., Indian Medical
Service, who did excellent service on the
Afghan-Chitral North-West Frontier, Tirah,
and China campaigns has been promoted to
the rank of Surgeon-General.

The Hon. Hugh Clifford, C.M.G., who was
recently appointed Colonial Secretary of Ceylon,
took the oath of office as Officer Administering
the Government of that Colony on the
departure from Colombo of Sir Henry Blake.
Mr. Clifford will continue to hold office until
the arrival of Sir Henry McCallum next month.

An Indian constable on duty in Queen's Road
East on Wednesday afternoon approached a
riches coolie and asked him if he had a licence.
Finding that he had not he arrested him. As
he was about to leave for the station, however,
the proper driver appeared, and while persuading
the constable to liberate the unlicensed driver
knocked off his turban. He was then arrested,
and the constable took the pair to the station.
They were charged before Mr. C. D. Malbourn
at the Magistracy yesterday and the man with
out a licence was fined \$3 or seven days. The
licensed driver was found guilty of assault and
ordered fourteen days' imprisonment in default
of payment of a fine of \$5.

A native who arrived from Canton with four
tubs of opium in his possession was arrested
by an excise officer and charged before Mr.
C. D. Malbourn at the Police Court yesterday.
He was found guilty of being in possession of
illicit opium and ordered to pay a fine of \$110
with the alternative of two months' imprison
ment.

At four o'clock yesterday morning, while a
lukung was patrolling Macdonnell Road, Mong
kok, he saw a native cutting bamboo palings
from a fence and endeavouring to remove a
pinewood post. When the thief saw the lukung
he ran away. The latter gave chase and arrested
him; he was charged with larceny before Mr.
C. D. Malbourn at the Police Court yesterday
and sentenced to seven days' imprisonment.

What is genius? (Che cosa è genio?) is
the title of a small book by Adolfo Padoy
The author, says Nature, discusses examples of
genius among artists, poets, philosophers, and
others; he distinguishes between genius and
talent, and strongly advocates the view that
genius is to be regarded as a healthy or
physiological rather than a morbid or pathologi
cal quality. In this way he revises to the defini
tion on the cover of the book: A physiological
state of exquisite and exceptional nervous
sensitivity.

At the instance of Inspector McHardy three
houseboys in the employ of Mr. P. W. Goldring
were charged before Mr. C. D. Malbourn at the
Magistracy yesterday afternoon with lar
ceny. The first defendant was charged with
stealing six towels from the Mr. Paul Beau
two silk handkerchiefs from Mr. G. Blood and
one from Mr. E. A. Ketch. There were further
charges against all three defendants of steal
ing two silk handkerchiefs from Mr. G. Blood
and one gold compass valued at \$31 from
Mr. E. A. Ketch. The first defendant
pleaded guilty to stealing a silk handkerchief,
but with the other boys, denied the further
charges. After hearing the evidence his
Worship ordered the discharge of the second
defendant and sentenced the first and third to
six weeks' imprisonment and four hours' stocks.

Sector Know, formerly Attorney-General
in Mr. Roosevelt's Cabinet, told a meeting at
Valley Forge (says the "Mail") correspond
ent that Mr. Roosevelt was surprised at
Oyster Bay recently by a visit from a dele
gation from Kansas. The President appeared
cool and collected, with trousers hitched
up by a belt, and copping his forehead. "Ah,
gentlemen, delighted to see you—delighted!
But I'm very busy putting in my day. Just
come to the barn. We'll talk while I work."
Arriving at the barn Mr. Roosevelt seized his
pitchfork, but there was no hay on the floor.
"Johal Johal!" shouted the President,
"where's all the hay?" From the loft came
the reply: "I ain't had time to throw it back
sir, since you threw it up yesterday, sir."

CORRESPONDENCE.

MICROBE VEHICLES.

[TO THE EDITOR OF THE "DAILY PRESS"]

Sir,—On sunny days, I notice filthy bits of
rag spread out on the Praya to dry, near the
municipal dachshin. The coolie class is ap
parently allowed to take through the refuse and
to take away these treasures, which, re-entering
Chinatown, may convey any and all sorts of
infection. Do the Sanitary authorities know of
the practice?—Yours faithfully

AUTOLYCUS.

"SHELL" TRANSPORT AND
TRADING.

From the report of the "Shell" Transport
and Trading for the year 1906, it appears
that net profits came to £2,218,888, making,
with £2,335,335 brought forward, £4,554,223 in all.
Exclusive provision is made for depreciation
of steamers, while the preference and ordinary
dividends—5 per cent. at the maximum per
mitted for the year—absorb £150,000, and
the directors recommend that £20,000 be
appropriated as a provision to cover such ex
penditure as may be required to make the
company's steamers and installation comply
with the agreements with the Royal Dutch
Company. A balance of £173,370 is then carried
forward, or more than double the sum brought
into the account. By the arrangements with
the Royal Dutch Company, the agreement
between the company and M. Samuel and Co.
for the management of the company's affairs is
cancelled as from the 1st of January, 1907,
and preparations for the future management
will be placed before the shareholders. The
directors record the registration in Holland of
the Batavia Petroleum Maatschappij, and
the registration in the United Kingdom of
the Anglo-Saxon Petroleum Company, Limited,
these being the two companies established by
the Royal Dutch Company and the "Shell"
Transport to carry out the agreements, which
the directors feel assured will prove to the
advantage of the company. Of the 5,000
further ordinary shares authorized in May,
the directors have offered 30,000 at a premium
of 10s., and these have all been applied for.
The authority to issue the further 205,000
shares will only be of avail if and when
necessary.

A contemporary comments:—
When this "Shell" burst upon us this morn
ing, it came as a surprise. Last year the great
oil transport and producing company managed
to publish its report two months earlier than
usual. This year it comes along more than two
months earlier still. The company was rather
roughly handled in the struggle with the
Standard Oil Company, and it has met with
some criticism on other matters; but, as will
be recalled, arrangements were made for a
fusion of interests from the beginning of this
year with the Royal Dutch Company, and
subsequently 300,000 Ordinary shares were
issued at 10s. premium. The credit balance on
the year's trading amounts to £207,000, not
including the amount brought forward. Out
of this £207,000 is appropriated to cover neces
sary expenditure to make the company's
steamers and installations comply with the
agreements of the Royal Dutch Company. The
report is not perhaps noteworthy for abun
dant of trading information.

TELEGRAMS.

[REUTERS SERVICE.]

THE UNITED STATES.

LONDON, August 20th.

Mr. Taft, speaking at Columbus, Ohio
referred to the quickening of the public
conscience in regard to business abuses, and
foreshadowed amendments to The Railway
Rate and Interstate Commerce Bills; also to
the Anti-Trust Law, with a view to strength
ening the hands of the Government.

LATER.

President Roosevelt at Princeton, Mas
sachusetts, advocated a national incorpo
ration of the laws for corporations engaged in
interstate business, that the Government
should have the control of the railways as
they controlled the National Banks. The
Government wanted to do something effective
to secure the conviction of Trust Managers
in criminal prosecutions but to inflict no
unmerited suffering on innocent stock
holders.

POSITION OF CHINA TEAS.

The following letter appeared in the Times:—
"Sir,—A propos of Mr. Schiele's letter which
appeared in your Financial and Commercial
Supplement of the 15th, please allow me to
point out that a painful side-light on the subject
of tannin in tea is thrown by an inquest at
Manchester last week, when the stomach of the
woman on whom it was held was found to liter
ally have a coat of leather, gradually formed by
the quantities of so-called tea she imbibed.
Probably this poor woman could not have got
China tea, even had she known the difference;
but surely this is an object-lesson against buy
ing cheap tea of any kind."

Yours faithfully,
THE SECRETARY, THE CHINA
TEA ASSOCIATION.
93, Great Tower Street, E.C., July 18.

The following is from a weekly report:—
CHINA.—The ss. "Malacca" and "Britannia"
arrived on the 21st inst., when a large selection
of new season's teas were placed on the market.
Bayers are operating with caution, and so far
the demand continues on a moderate scale. Some
useful liquors from Kanton, to 10s. 1d. fine
Kintons at 1s. 3d. to 1s. 5d., and Mornings at
7d. to 8d. have changed hands. A few export
orders have been executed principally in the
bitter grades; Congous for prices are in ex
tremely small supply at 8d. to 9d. per lb.
Fochow.—Overland minter of Seancoes came
forward on the 18th inst. It is satisfactory to
report that the quality is very good and superior
to last year, the result being that nearly all the
well-known brands sold immediately to arrive at
about 10s. 1d. to 1s. 1d. per lb. Fallings are
selling slowly at 7 1/2d. to 8d. per lb.

The quantity on which duty was paid on all
descriptions of tea in London, from the 1st to
the 23rd inst., was 15,948,241 lbs. against
14,517,681 lbs. for the same period of last year,
and the exports from London and the removals
under bond amounted to 2,743,342 lbs. against
4,002,949 lbs., making a total movement of
18,691,583 lbs. against 18,520,629 lbs.

CODE TELEGRAPHY.

The "Full Mail Gazette" has the following
amusing letter:—

Sir,—By the new law affecting telegrams by
code I may send any group of ten letters in one
word provided such group is not an acknow
ledged word. I may send, for instance, the
group "conscience" as one word, but if I
reverse this group and send the letters thus
"scentinoco," I should have to pay for three
words. I have tested this by sending the follow
ing telegram from Vienna: "Antonioco"
one proper hissing letter. On its arrival it
was dissected into: "Can't come at once prefer
his waiting here;" and I had to pay for eight
words instead of four.

I then had the message reversed, and it was
sent to me: "Ereghni ashirefere ponaota
snoctino," and that was taken as quite in order,
and I had no extra to pay here.

You will observe that there two mistakes
made in transmission, which, if it were a code,
would probably have necessitated the repetition
of two words.

I have further tested the case by sending
from a London office to another part of London
the following: "Eanesone yehfidrow enasop
dowolwone apmorgret telostasae elnefot
paorgelnd skechepos drowlupw elloctosaf
erocetof apulotrofi telidubawo gairvopose
supreph telmorgel etidatypad neel." By
reversing the you will be able to read the
message quite clearly, although there are several
mistakes made in transmission.

It is quite evident that the message is sent so
that it can at once be read, for instance thus:
"Isendyou telegram forthepurpose ofprovi
nghowwarselidistorth opostello ceterofost
alloplwai nardotabos pickelinto groupofpe
tlettraras telotetory ropasraef levetpasat
sawowowd lityehave nosense" must be
much easier for the operator to transmit and
for the receiver to transcribe than one which is
utter gibberish.

What I should like to know is why one is
forbidden by the Post Office rules while the other
is accepted. If the postal and cable authorities
were to admit of grouping as I suggest, codes
would seldom be used, messages would be more
easily transmitted, and there would be no
necessity for constant repetition in consequence
of mistakes made by the telegraph operators.—I
am your obedient servant,
London, July 22.

J. S. B.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of China* arrived
Shanghai at 9.30 a.m. on Thursday 22nd inst.,
and left again at 6 p.m. same day for Hongkong
where she is due to arrive at 6 p.m. to-morrow.
The N.Y.K. str. *Tango Maru* (American
line) left Shanghai for this port on the 22nd
inst., and is expected here on the 25th inst.
The N.Y.K. str. *Yavata Maru* (Australian
line) left Thursday Island for this port via
Manila on the 22nd inst., and is expected here
on the 2nd prox. a.m.
The N.Y.K. str. *Kagoshima Maru* (Bombay
line) left Bombay for this port via Tutuorin,
Colombo and Singapore on the 20th inst., and
is expected here on the 7th prox.

SUPREME COURT.

Thursday, August 22nd.

IN BANKRUPTCY JURISDICTION.

BEFORE THE CHIEF JUSTICE
(SIR FRANCIS PIGOTT).

INFORMATION WANTED.

Re Au Ka Po, creditors' petition, Mr. R.
Hawding said that his Lordship would
remember that the case had been adjourned for
a declaration to be filed of the liabilities
of the debtor. His Lordship would find that
a declaration had been filed showing that the
liabilities amounted to \$15,000 or there
abouts.

The petitioning creditor appeared and
stated that the debtor had told him some months
ago that his liabilities amounted to \$45,000.
The Chief Justice remarked that the first
questions a solicitor ought to ask were as to the
liabilities and the assets. He continued—It
must be understood that bankruptcy is not a
means to get payment for a debt. The way to
get payment of a debt is by judgment and not
by bankruptcy.

Application adjourned.

ANOTHER TYPHOON VICTIM.

The adjourned case of Paeng Sui Paeng came
up.

The Official Receiver—This is the case where
the man said at first he was a partner and
afterwards said he was not.

The Chief Justice—I remember.

The Official Receiver (to debtor)—You gave
the name of the two partners last time?—Yes.

Did they ever take any active part in the
management of the business?—No.

Who managed the business?—I did.

You acted as a partner?—I did.

Did people think you were a partner?—Yes.

Has the firm ever made any money?—It has.

It has been in existence three or four years?
—It has.

Have the partners ever drawn anything from
the firm?—No, but they have drawn interests
on the capital.

You drew \$12 a month as wages?—Yes.

Did you draw anything else?—No.

To what do you attribute your failure?—
Owing to the debts not paid to us and to the
loss which we incurred by the typhoon of several
thousands of dollars.

The Chief Justice—What did you lose?—A
cargo boat.

The Official Receiver—He is a coal merchant.
He admits he is a partner.

Adjudication order granted.

THE EFFECT OF AN ADVERSE JUDGMENT.

Re Kwok Fui Chi, debtor's petition. Mr.
Grist, on his behalf, stated that the liabilities
amounted to \$9,000 and the assets to \$6,000.
He referred his Lordship to a certain judgment.

The Chief Justice—That judgment is only
for \$200. Surely his is not going into bank
ruptcy for that?

Mr. Grist—He cannot meet his other
liabilities, my Lord. The other assets will
take some time to realise.

Receiving order granted.

YARN DE LEER'S FAILURE.

Re Fan Wa Shan, adjourned application.
The Official Receiver said he had finished.

Mr. Looker, representing a number of credi
tors, said that when the debtor was last before
the Court, the case was adjourned in order
that he might supply certain information
from his books, which the creditors desired.
To a certain extent that had been done, but
apparently he had not paid close attention to the
questions, as the answers did not altogether
give the information that was desired.

Mr. Looker (to debtor)—Was the statement
which your solicitors furnished as to the course
of your business made out by you or with your
knowledge?—The accountant made it out.

Is it a correct statement?—It is a true
statement.

The yarn which you purchased from the yarn
importers you bought for the purpose of re
selling to country dealers?—Sometimes my
customers told me to make a purchase.

Attend to the question.—It was generally
when my customers told me to buy.

You bought it to re-sell?—I want to know
if you did not buy this yarn for the purpose
of reselling to Chinese dealers?—Yes.

And unless these country customers paid
for the yarn, you could not yourself pay for
it?—That is so.

Was there a demand among the country
customers for a certain quantity of yarn?—
They required some every year.

In anticipation of these requirements you
used to enter into large contracts with importers
for the purchase of yarn?—No. When the
customers told me to buy, I bought.

You entered into contracts only when the
customers requested you to buy?—As a rule I
bought very little without my customers
requesting me to buy.

Your customers didn't give you orders for
any particular amount? They simply told you
to buy a good deal because they wanted it?—
They told me to be ready as they wished to buy.
They did not state quantities?—Approximate
ly they did.

What did they say?—The customers would
say approximately the amount which they wanted to
purchase, say 500 bales.

And you would buy 500 bales?—Yes.

They used to take delivery in small quantities
of three or four bales at a time?—Sometimes
more, sometimes less. I could not say exactly.

You can say perfectly well?—They took little
by little.

And as a customer came and wanted his few
bales of yarn you went and got it from the people
you bought it from?—Yes.

You did not take delivery of it until the
customer came along and asked for a few bales?
—Yes.

In the beginning of January 1906 the price
of yarn fell?—The price went down as far as I
remember in the first and second month of last
year.

It continued to go down?—There was a
small fall.

On the 24th of January you had still to take
delivery of and pay for 41,537 bales?—That is
right.

Of that amount 23,444 bales had not been
resold?—The customers said they required it.

Will you answer the question, please?
—Yes. (Question repeated)—The customers
had told me to buy for them.

Will you tell me whether that amount had
been resold?—It had not been resold.

Between the 24th of January and the 15th
May the price of yarn fell considerably?—Only
a dollar or so.

Had it not fallen from \$10 to \$15 by the 15th
May?—I don't consider it fell so much.

Come now. You were one of the largest yarn
dealers and must have known the state of the
market. Didn't the market prices fall in the
time mentioned from \$10 to \$15?—Not on the
sales that I made to customers.

Was the price at which you could buy yarn on
the 15th May the same as on the 25th
January?—It had fallen two or three dollars.

After further questions put with a view to
show that the decline of the market was greater
than admitted by debtor,

The Chief Justice asked—How much did
you expect to lose on the stuff you did not
take delivery of?—Between \$3,000 and \$10,000.

Mr. Looker—How many bales were there?—
37,000 bales on May 15th.

You could not resell them except at a heavy
loss?—I did not need to lose on it.

The Chief Justice—Answer the question,
whether you would have lost at the market
price then?—I would have some.

How much?—Only a few tens of thousands,
I think.

Think a little closer; how much?—\$30,000
or \$50,000.

Mr. Looker—That is enough for my purpose.
(To debtor)—The reason you could not sell was
that the purchaser found he could buy yarn
cheaper than at the price you paid for it?—I
don't know.

You know perfectly well?—I don't.

Between the 15th May and the 17th August
you bought another 55,358 bales?—Yes.

Of that amount 26,420 bales had not been
resold?—Yes, the customers gave directions for
it to be ready for them.

According to your statement 26,420 bales had
not been resold; is that correct?—Yes.

On August 17th you had to take delivery of
51,753 bales which had not been resold?—In
cluded in that amount is the amount the
customers had not booked.

Mr. Looker submitted to his Lordship that
the debtor had contracted debts without having
any proof that he would be able to pay them,
and knowing that he was insolvent at the time,
his Lordship should cause him to be arrested.

The Chief Justice replied that the question
turned on whether in view of the promises to

CROWN LAND RESUMPTION.

ARBITRATION.

An Arbitration Board presided over by his Honour Mr. Justice Wainman and consisting of the Hon. Mr. W. Chatham, C.M.G., (Director of Public Works), and Mr. W. Dauby, M.I.C.E., sat in the Supreme Court yesterday morning to determine the amount of compensation to be paid in respect to the resumption of eleven lots of Crown land and portion of another at Kowloon, near the old boundary and close to the road between Kowloon City and Yau-mat. The claimant was Mr. J. C. Wong who was represented by Mr. G. K. Hall, Branton, Mr. G. E. Morrell (Crown Solicitor) appeared on behalf of the Crown. Mr. A. S. Hooper and Mr. A. H. Ough were in attendance on behalf of the Crown and Mr. Turner on behalf of the claimant.

Mr. Morrell stated that the land was resumed on April 16th and that the Government offered \$425 as compensation, which the claimant refused to accept.

A discussion as to whether a claim had been duly lodged by claimant followed, but finally the claim was admitted.

Mr. Branton said that the land was bought by Mr. Wong in 1901 and 1902, and as the Government required some of the land for the construction of a new road, negotiations were entered into between the parties in September 1905. On January 31st, 1906, Mr. Wong proposed that the question of compensation be submitted to arbitration but the suggestion was not adopted. In the plan which was provided by the Crown Solicitor three lots appeared which were not included in the present arbitration, but claimant had a yearly lease of them, and was entitled to compensation. Mr. Branton thought they should be considered by the board.

Mr. Morrell objected, and the Hon. Mr. Chatham pointed out that in any case the compensation would not be on the same basis.

Mr. Branton then continued his opening statement. Throughout the negotiations, he said, Mr. Wong had made several offers to the Government for the surrender of his land, but all were refused. It was admitted that the claimant's title was a good one, therefore it was unnecessary to prove it. In an interview with the Colonial Secretary the claimant offered to give up his land for similar land in the vicinity. But the offer was refused and then claimant offered to buy land in the vicinity from the Government at one cent per square foot, the price the Government were offering for claimant's property. The reply was that the Government was prepared to sell land in that vicinity for agricultural purposes.

An application for the land for building purposes at the same price met with a similar refusal; the Government declined to disclose their policy. Mr. Branton submitted that if the land was only worth one cent per foot to the Government, or rather if they were only willing to allow that price, that claimant should be sold similar land by the Government at the same price, or in exchange for his own land. But the Government had been selling land in that neighbourhood at five and six cents per foot and private sales had realized eight, nine, ten, and even fifteen cents per foot.

The Government's offer of one cent per foot was subsequently increased to two cents per foot \$425, and claimant refused to accept, but reduced his original claim of fifteen cents per foot to ten cents, together with a claim for the stone wall put up by claimant. The compensation to be paid by the Government was: First, the value of the land; then the Board had to take into consideration the disturbance caused by the compulsory sale of the land; then the loss of water, and loss of frontage. The Government had taken all the land bordering on the road and left no approach to the remaining lots and had also taken three lots which apparently were not required for the road at all. The claimant's claim was as follows:—Land resumed, 20,517 square feet at nine cents per square foot, \$1846.53; compensation for stone wall, 250 cubic feet at 18 cents per cubic foot, \$453.00; depreciation on remaining lots 22,651 square feet at five cents, \$1132.55; rent from April 16th to August 22, being 129 days at \$14 per year, \$180.46; other compensation, \$363.31; total \$4,075.85.

Mr. Wong stated in evidence that he had an offer for the land at 18 cents per square foot and accepted it, the sale to be completed on the intended purchase of the land from China. This man had returned, but finding the Government was about to resume the property he declined to complete the sale.

In answer to Mr. Morrell, claimant stated he had no contract for the sale.

The Board retired to consider its decision.

MAILS FOR THE FAR EAST.

In reply to Mr. Cox (L. Preston), Mr. Burton (Postmaster General) says: Letters are sent from the British Postal Agency at Shanghai to this country and vice versa by the Trans-Siberian Railway when marked by the senders for transmission by that route. The approximate time of transit from London to Shanghai, by the different routes available for the conveyance of mails is as follows:—via Siberia, 20 days; via Vancouver, 27 or 28 days according to the season; via Suez, 30-35 days; via the United States of America, 42-45 days. The cost per pound of the conveyance of letters sent from this country to Shanghai via Siberia is estimated at 6s. 3d. For letters sent via Suez by French Packet, the cost is estimated at 4s. 10d. and in the case of German Packets at 4s. 10d. per pound. I am not in a position to give similar information in regard to letters sent via Vancouver or by British Packet via Suez, as both the Packet Companies concerned receive a round subsidy covering the whole of the services performed by them.

HAMBURG.

(FROM OUR CORRESPONDENT.)

July 25th.

ROWING.

The Alster boat races are looked upon as one of the great events of the sporting season in Hamburg. They took place on the 13th and 14th of this month and as twenty-eight clubs had entered (including the best German crews and several foreign ones amongst which was the Christ Church College boat), great things were expected, if but the weather would turn out favourable. So far it had been most disappointing, for, with the exception of a short spell of heat in May, we had had nothing but rain, wind and cold and nobody would have been surprised, if the races had had to be bowed in a deluge of rain and fierce squalls. Fortunately the clerk of the weather office proved merciful for Saturday the 13th broke bright and clear, and although a stiff breeze was blowing, it did not seriously inconvenience the crews, as the course until near the end lies under a lee shore. Sunday was almost perfect, the wind having gone down considerably but enough of it remained to keep the temperature at a pleasant point. The lake as usual on such occasions presented a gay sight, the festively decorated barges engaged by the Hamburg clubs for members and their friends were crowded and numerous spectators lined the banks whilst rowing and sailing craft of all descriptions were flitting to and fro on the broad sheet of water. The rowing was, if not always of the highest order, of both in style and pace, sometimes even brilliant, and each victory was keenly contested amidst the applause of the public. The chief interest, however, centred on the race for the challenge cup of the Senate on Sunday, which the Helles club from Berlin carried off last year and the year before and stood a good chance of securing definitely this time. They led from the start and although hard pressed by the Hamburg Alstermanns and others maintained their position to within a short distance from the winning post, when a ditch occurred and the Alstermanns, followed closely by a Berlin boat, shot past and gained the prize by a length or two. Berlin and Hamburg shared the honours of the day, the capital however carrying off the greater number of prizes: some went to other towns, but I am sorry to say the English crew did not distinguish themselves; although they had entered for three races they only rowed in one coming in a poor third, on the Saturday, and on the Sunday they were nowhere in the only event they contested. How to account for it, I do not know; they certainly did not look very fit to start with.

BAD WEATHER.

Shortly after the luncheon a heavy downpour set in, which continued all through the night, since then we have had some fine days and although the temperature remains pretty low for the time of the year we have every reason to congratulate ourselves considering the tempestuous weather they have experienced in the western provinces of the empire and in Austria. Hurricanes and cloud-bursts have played dreadful havoc there; the rivers Elbe and Oder and their tributaries, in their upper courses, have flooded the surrounding districts, and even in the neighbourhood of Berlin the low lying parts are under water. In Vienna, during a violent storm last week, the roofs of the surrounding heights, were turned into raging mountain torrents which, overflowing their banks, rushed through the streets of some of the suburbs, drowning several people and causing serious damage to property. Similar reports have been coming in from all the suffering districts but so far it has not been possible to obtain exact data as to the loss of life and the destruction worked by the violence of the elements.

BOARD OF TRADE FIGURES.

I am indebted to one of our local papers for the following summary of the annual report for 1906 compiled by the government board of trade statistics. Exports and imports by sea added together amount to over \$4 milliard Marks in value, or 632 millions more than in the previous year; this increase being chiefly due to expansion of trade with non-European countries which shows a gain of 439 millions. Goods have been received from European countries to the value of 1244 million Marks whilst goods worth altogether 1368 millions have been shipped from this port to those states. Great Britain heads the list, imports from there reaching the respectable figure of 546 million Marks or 61 millions more than in 1905 and exports 492 millions or 14 millions more. From other German ports goods were received to the extent of 112 millions whilst 280 millions worth were sent thither.

In spite of the political disturbances in Russia the trade with that country shows no falling off; strange to say however imports from there have decreased from 184 millions to 178 whilst exports from Russia to Hamburg have risen from 123 to 129 millions. Imports from other countries with the exception of Belgium, France and Portugal, where a slight falling off has to be recorded, have increased as have also exports to all but the Netherlands; the following are the approximate figures in millions of Marks:

	Imports	Exports
Scandinavian Kingdoms	92	177
Netherlands	54	41
France	79	29
Belgium and Portugal	63	57
Spain	31	41
Other countries	91	68

From countries outside Europe, Hamburg has received goods to the extent of two milliards and has shipped to those parts commodities to the value of 1,200 milliards. Trade with the United States has advanced at a rapid pace, imports from there being 555 millions against 466 in 1905 and exports thither 351 against 303. For Mexico, central America and the West Indies the total figures have remained station-

ary, imports and exports amounting respectively to 112 against 101 and 97 against 88. On the other hand the Brazils show a considerable increase both as regards imports and exports, the former reaching 207 against 153 in the previous year, the latter 102 against 87. Imports from Argentina have fallen from 315 to 206 whereas goods of the value of 110 millions have been shipped to that country as against 53 in 1905. Chili has sent us 142 millions worth against 130 and has received from here 68 against 53.

Trade with Africa is growing steadily; the value of goods received from that Continent amounting to 165 against 153 millions and that of goods sent there to 140 against 125. Turning to Asia we find the British possessions occupying the far most position—imports from there having advanced from 228 millions to 273 and exports from 58 to 87. Japan and China which the year before sent us 45 millions worth of goods are credited with 67 millions in 1906; exports to those two countries have, however, dropped from 129 to 109 millions.

Australia and Olyssia show an increase both in imports and exports, the figures being respectively 70 against 60 millions and 48 against 38 million Marks.

PROBATE, DIVORCE, AND ADMIRALTY DIVISION.

(BEFORE MR. JUSTICE BUCKNILL.)

DAWSON V. DAWSON AND REILLY.
The petition of Frederic William Dawson for the dissolution of his marriage with Irene Harlow Dawson, nee Gates, on the ground of her adultery with Sidney George Reilly.
Mr. Barnard, K.C. (Mr. Lo has with him), said that the parties had been married on May 5, 1903, at Holy Trinity Cathedral, Shanghai, China, and there had been no issue. The petitioner was a Chinese, and the respondent, an American lady who represented herself to be wealthy. The marriage was a brief and singularly unhappy one, for after the parties had lived and cohabited at Astor-house, Shanghai, and at Hongkong, on June 30, 1903, the respondent, having obtained a large sum of money from the petitioner, insisted on his executing a separation deed, she not wishing to allow herself to be possessed of separate estate. In October, 1904, the petitioner heard from his wife that she was residing at Yorkhampton, marriage, the petitioner was in China, and the respondent was an American lady who represented herself to be wealthy. 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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Editor, and sent to the office of the Daily Press, 11, Queen's Road Central, Hong Kong, before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

COLONIAL SECRETARY'S DEPT.

IT IS HEREBY NOTIFIED that information has been received from the Military Authorities that MUSKETRY FIELD PRACTICES will be carried out Daily from MONDAY, the 26th instant, until FRIDAY, the 30th inst., inclusive, commencing at 7.30 a.m., and finishing at NOON, from the South West slope of Victoria Peak below Mountain Lodge in a westerly direction towards the East slope of High West.

F. H. MAY,
Colonial Secretary.
Hongkong, 21st August, 1907. 1387

WENHAIWEI SCHOOL.

AN ENGLISH SCHOOL in a British Colony favoured with a "Mediterranean Climate." Preparation by experienced and qualified teachers for Entrance to School in England, or for commercial life in the East. New School House by the sea. Recreations: Sea Bathing, Boating, Cricket, Football, etc.

HERBERT L. BEER, L.C.P.,
Head Master.

OWEN LLOYD JONES,
Assistant Master.

(Undergraduate, London and Oxford)
Hongkong, 23rd August, 1907. 1388

C. DE M. C. VIEIRA-RIBEIRO,

FAVOURERED with instructions, will sell by PUBLIC AUCTION, TO-MORROW (SATURDAY), the 24th inst., 1907, at 2.30 P.M., at his SALES ROOM, No. 8a, Queen's Road Central, FURNITURE of every description,

JAPANESE VASES and FIGURES, BLACKWOOD FURNITURE, SUNDRY WINES and SPIRITS, and Miscellaneous Goods.

TERMS:—As usual.
Hongkong, 23rd August, 1907. 1389

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

NOTICE OF DIVIDEND.

No. 35 of 1906.

RE, The KWONG CHEUNG firm of No. 3 Jarvis Street, Victoria, in the Colony of Hongkong, Drapers and Piece Goods Dealers.

A first dividend of \$5.35 per cent. has been declared in the above matter.

NOTICE IS HEREBY GIVEN that the above mentioned Dividend may be received at the Auctioneer's Office, Nos. 39, 41 and 43, Des Vaux Road, Victoria, on MONDAY, the 26th day of August, 1907, or on any subsequent date between the hours of 10 A.M. and 4 P.M., except SATURDAYS up to 1 P.M.

Creditors applying for payment must produce any bills of exchange or other securities held by them and must sign a receipt in the prescribed form.

Dated Hongkong, the 23rd day of August, 1907.

GEO. K. HALL BRITTON,
Trustee.

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer "MALTA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., or via "Mongolia" & "Peninsular."

From Persian Gulf or B. I. S. N. & B. & P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless instructions are given to the contrary before 4 hours.

Goods not cleared by the 26th August, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival and delivery which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 22nd August, 1907. 1

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES

THE Steamer "PRINZ SIGISMUND," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th August, will be subject to rent.
All broken, chipped, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th August, at 2 P.M.

All Claims must reach us before the 3rd September, or they will not be recognised. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, 22nd August, 1907. 5

NEW ADVERTISEMENTS

WANTED.

YOUNG ENGLISHMAN with Knowledge of Bookkeeping and some Mercantile experience.—Apply "OFFICE," Care of "Daily Press" Office, Hongkong, 23rd August, 1907. 1386

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"SANUKI MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of plate cuttings, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 26th August, will be subject to rent.
No Fire Insurance has been effected.

All ship-damaged packages must be left in the Godown, and Notice of same sent to this Office before the 31st August, or Claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 21st August, 1907. 1391

INTIMATIONS

HONGKONG JOCKEY CLUB.

THE LIST FOR SUBSCRIPTION TO THE GRIFFINS (China Ponies) for the Next RACE MEETING, will CLOSE TO-MORROW (SATURDAY), 24th instant. Members wishing to Subscribe, who have not already sent in their names, please apply to the Undersigned from whom particulars can be obtained.

H. P. WHITE,
Acting Clerk of the Course.
Hongkong, 22nd August, 1907. 1390

NOTICE.

THE UNDERSIGNED, having Tendered their Resignation, beg to inform the Public in general that they will cease from SATURDAY, the 31st instant, to be the Agents in this Colony of the AGENCIA DO BANCO NACIONAL ULTRAMARINO, MACAO.

ROZARIO & CO.
Hongkong, 22nd August, 1907. 1379

BANCO NACIONAL ULTRAMARINO.

THE Agency of the above Bank in Hongkong will from the 1st of September, 1907, be transferred to MESSRS. ARRATON V. APCAR & CO., in the place and stead of MESSRS. ROZARIO & CO.

Dated the 21st August, 1907.
O. GONZALEZ DE ARAUJO,
Do BANCO NACIONAL ULTRAMARINO,
JOAQUIM L. C. GOMES.

NOTICE TO PASSENGERS.

PENINSULAR & ORIENTAL S. N. CO.

THE Directors of the P. & O. S. N. Co., London, beg to intimate that, for sailings on and after this date, the PASSENGER RATES from the Straits, China and Japan will be SUBJECT to a SURTAX of 10 per cent.

By Order,
E. A. HEWETT,
Superintendent.

P. & O. S. N. Co.,
Hongkong, 17th August, 1907. 1381

NOTICE.

THE NORDDEUTSCHER LLOYD, BREMEN, beg to intimate that, for sailings on and after this date, the PASSENGER RATES from the Straits, China and Japan will be SUBJECT to a SURTAX of 10 per cent.

NORDDEUTSCHER LLOYD, BREMEN.

General Agents for Hongkong & China, Hongkong, 17th August, 1907. 1382

NOTICE TO PASSENGERS.

MESSAGERIES MARITIMES.

THE Directors of the MESSAGERIES MARITIMES, Paris, beg to intimate that, for sailings on and after this date, the PASSENGER RATES from the Straits, China and Japan will be SUBJECT to a SURTAX of 10 per cent.

By Order,
G. DE CHAMPEAUX,
Agent.

Hongkong, 17th August, 1907. 1383

OREGON PINE LUMBER.

DODWELL & COMPANY, LIMITED have always in stock a supply of the above in all sizes. Prices may be obtained on application.

Hongkong, 26th July, 1907. 1258

THE SHANGHAI CLUB.

Issue of Tael 170,000 DEBENTURES bearing interest at Six per cent. per annum (part of a total authorized issue of Tael 450,000 DEBENTURES).

THE COMMITTEE of the SHANGHAI CLUB are prepared to receive applications for Tael 170,000 DEBENTURES bearing interest from date of issue at Six per cent. per annum payable half yearly on the 30th June and the 31st December in every year. The DEBENTURES will be issued at the rate of Tael 90 per Tael 100 DEBENTURES and will be redeemable at par at the end of twenty years.

The security will consist of a first charge on the land belonging to the Club containing an area of about Three million Five hundred and thirty acres and it is intended that the DEBENTURES shall be secured by means of a Trust deed by which the land and buildings of the Club will be vested in Trustees for the DEBENTURE HOLDERS.

Further particulars together with forms of application can be obtained on application to the SECRETARY of the Club. DEBENTURES will be issued for Tael 1,000, Tael 500, or Tael 100, to suit convenience of applicants.

By Order of the Committee,
C. G. CLOSE, Secretary.

Hongkong, 6th August, 1907. 1305

PUBLIC COMPANIES

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half Year ending 30th June, 1907 at the Rate of One Pound Fifteen Shillings per Share of \$125 is payable on and after MONDAY, the 19th day of August, 1907, current, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Board of Directors,
J. E. M. SMITH,
Chief Manager.

Hongkong, 19th August, 1907. 1360

HONGKONG AND WHARF DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 8% per Share for the Six Months ending 30th June, 1907, declared at Monday's Ordinary Half-Yearly Meeting, will be payable at the premises of the Hongkong and Shanghai Banking Corporation, on and after TUESDAY, the 20th August, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Buildings, New Praya.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 20th August, 1907. 1363

NOTICE.

THE ON TAI MARINE INSURANCE COMPANY, LIMITED.

(In Liquidation.)

FINAL RETURN OF CAPITAL.

NOTICE IS HEREBY GIVEN that I have declared a FINAL DIVIDEND of \$1.00 per Share in respect of the above Company, payable at the Office of Messrs. PERCY SMITH and SETH, No. 5, Queen's Road Central, on and after MONDAY, the 26th instant between the hours of 10 A.M. and 1 P.M.

No return of Capital will be made without the Share Certificate being first produced.

J. HENNESSEY SETH,
Liquidator.

Hongkong, 20th August, 1907. 1369

NOTICE.

NOTICE IS HEREBY GIVEN that Scrip Certificate No. 9, marked Wong, bearing date the 27th March 1899, for Five Shares numbered 346/347 and registered in this Company in the name of HO POON-SHEK of Hongkong has been LOST and at the expiration of Two Months from the date hereof the above document to be not forthcoming, a New Scrip Certificate will be issued to the said Mr. Ho Poon-Shek and thereafter no other scrip will be acknowledged by this Company.

Dated the 12th day of August 1907.
THE TUNG ON FIRE INSURANCE COMPANY, LIMITED,
TONG TEE SAU, Secretary.

1340

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONSIGNED, TO-MORROW (SATURDAY), the 24th August, 1907, at 2.30 P.M., at their SALES ROOM, No. 8, Des Vaux Road, Corner of Lee Heen Street, A FINE ASSORTMENT OF HIGH CLASS JAPANESE CURIOS,

Comprising:—
OLD SATSUMA VASES, INCENSE BURNERS, WALL PLATES, GOLD and SILVER CLOISONNE WARE, TEA SETS, LAQUEERED WARE, SILK EMBROIDERIES, OLD BRONZES, WALL HANGINGS, KAKEMONOS, IVORY ORNAMENTS, &c., &c., &c.

Catalogues will be issued.
Terms:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 21st August, 1907. 1377

PUBLIC AUCTION.

Particulars and Conditions of Sale of the Right of Breeding and Maintaining a TEMPORARY PIER over Crown Foresters opposite Road North of Kowloon Marine Lot 87, Yau-mat, to be held at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the GOVERNOR, on MONDAY, the 26th day of August, 1907, at 3 P.M., for a term of 1 year, commencing from the 1st day of September, 1907.

PARTICULARS OF THE PIER.

No. of Sale Position Largest Dimension Upset Price

1 opposite Road North of Kowloon Marine Lot No. 87, Yau-mat 100' by 12' \$400

NOTICE TO MARINERS.

No. 20 (Special).

CHINA SEA.

SHANGHAI DISTRICT.

ENTRANCE TO THE WHANGPU RIVER.

WOOSUNG SPIT GAS-LIGHTED BUOY, ESTABLISHMENT OF.

REFERRING TO Notice to Mariners.

No. 304 (Special). Notice is hereby given that a GAS-LIGHTED BUOY surmounted by a conical superstructure, painted in Red and Black vertical stripes and showing an Oculum Red Light every 8 seconds, thus—4 seconds light, 4 seconds eclipses,—has been moored in 10 feet of water at L.W.S. From the Woosung Light buoy S. 67° 28' W. and is distant 1.1 mile.

The Woosung Spit Unlighted Buoy and the Light buoy temporarily provided to mark the Whangpu Conservancy works, as called for in Harbour Notification No. 12 of 1906, have been discontinued.

T. J. ELDRIDGE,
Acting Coast Inspector.

Coast Inspector's Office,
Shanghai, 15th August, 1907. 1373

IRON MERCHANTS.

E. HING & Co.

DEALERS in Iron, Steel, Metals, Hardware, Muntz's Metal, Steel Boiler and Ship Plates, Pig-Iron, Coke and General Merchants. No. 25, Wing Wo Street (Lane from 171, Queen's Road to 168, Des Vaux Road Central) Telephone No. 613.

Hongkong, 1st March, 1907. 478

TO LET

TO LET.

ONE OFFICE-ROOM on Second Floor PRINCE'S BUILDINGS.
Apply to—
REUTER, BROECKELMANN & Co.
Hongkong, 23rd April, 1907. 795

TO LET.

"HATHERLEIGH", CONDUIT ROAD.
No. 1, RIFON TERRACE, BONHAM ROAD.
OFFICES in King's Building and York Building.
GODOWNS in PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Conduit Road.

FLATS in MORSTON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st August, 1907. 1160

TO LET.

NOS. 2 and 5, ORMSBY TERRACE, Kowloon.
Cheap rent.
Apply to—
SPANISH DOMINICAN PROCUSSION.
Hongkong, 1st August, 1907. 1114

TO LET.

NOS. 3 and 4, OBSERVATORY VILLAS, Kowloon. Moderate Rental. Tennis Court and Electric Light.
No. 46, ELGIN STREET, 6 Rooms with front and back Verandahs. From 1st July.
"CHERRY VILLAGE" A fine Bungalow. Near Observatory Villas. Cheap Rental.

Apply to—
ARRATON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, 20th June, 1907. 860

TO LET.

NOS. 2, MACDONNELL ROAD.

Apply to—
COMPRADORE'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1905. 197

TO LET.

ONE FOUR ROOMED HOUSE at Praya East, near East Point.
Apply to—
JARDINE MATHESON & CO., LTD.
Hongkong, 24th June, 1907. 1104

TO BE LET OR SOLD.

WITH POSSESSION FROM 1st JUNE—IN WANCHAI ROAD.
GODOWN, built of brick, with tiled roof, just thoroughly repaired, about 4000 square feet space, concrete flooring. Su table for storage of any kind of merchandise.
Apply to—
Care of "Daily Press" Office.
Hongkong, 3rd May, 1907. 870

TO LET.

IMMEDIATE POSSESSION.

NOS. 2, HOLLYWOOD ROAD, and No. 51, POTTINGER STREET.
Apply to—
ARRATON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, 24th March, 1907. 491

TO LET.

"GLENWOOD" CAIRN ROAD, suitable for a Boarding house or Club. Containing 23 Rooms.

BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, over Caldwell MacGregor.

OFFICES in Queen's Road Central.

BERLINGS TERRACE—HOUSES, ROBINSON ROAD.

No. 6, CAMERON VILLAS (PRAY), FURNISHED. Cheap rent. For September and October.

No. 6, DES VEAUX VILLAS (PRAY), No. 2, BEACONSFIELD ARCADE.

Apply to—
LINSTAD & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 9th August, 1907. 1102

TO LET.

A HOUSE in KNITSFORD TERRACE, KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st August, 1907. 192

TO LET.

"STONEHEVED" 35, Robinson Road.

No. 52, CAIRN ROAD.

Nos. 27, 29, 31 and 33, SEYMOUR ROAD.

Apply to—
SAM WANG CO., LTD.,
81, Queen's Road Central.
Hongkong, 22nd July, 1907. 1103

TO BE LET.

AS from the 1st August next, No. 5, MORRISON HILL.

Apply to—
MESSRS. JARDINE, MATHESON & Co., Ltd.
Hongkong, 1st July, 1907. 1151

HOTEL TO LET.

OCCIDENTAL HOTEL, at Kowloon as a going concern for lease on very easy terms, either whole or in part with 35 Bed-rooms, most completely and comfortably furnished. Electric Light and Fans installed. Two public Bars and Billiards. Has been conducted as a First Class Hotel. Proprietor is willing to go shares with the lessee.

For Further Particulars, apply to—
H. RUTONJEE,
No. 5, D'Aguiar Street.
Hongkong, 9th August, 1907. 1316

TO LET.

"BERIL" No. 1, GARDEN ROAD, KOWLOON. Containing 8 Rooms and Garden. Possession 1st June, 1907.

Apply to—
H. M. H. NEMAZEE.
Hongkong, 23rd May, 1907. 922

TO LET

TO LET.

NOS. 23, LEIGHTON HILL ROAD. Immediate Possession.
Apply to—
THE COMPRADORE,
Nippon Yusen Kaisha.
Hongkong, 4th February, 1907. 338

TO LET.

A suit of 3 LARGE and ONE SMALL ROOMS with Bath Room attached, and Verandah all round, on the First Floor in College Chambers, No. 31, Wyndham Street, facing "Glenalee". Can have the use of a Kitchen, can be rented singly or the whole.

GROUND FLOOR of No. 4, Des Vaux Road including a Strong Room and servants quarters.

ROOMS on Second Floor of VICTORIA BUILDING, No. 5, Queen's Road Central, suitable for Offices.

Apply to—
DAVID SASSOON & Co. Ltd.
Hongkong, 24th May, 1907. 821

TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.

S. MOUTRIE & CO., LTD.

PIANOFORTE AND
MUSIC WAREHOUSE.

SOLE AGENTS

RACHEL, PLEYEL, ROSENKRANZ,
KEMMLER, HOOFF & HOOFF,
HOPKINSON, KOCH & KOR-
SELT.

PRICES FROM \$400.

The Latest GRAMOPHONES & RECORDS
always in stock.

SOLE AGENTS for the
GRAMOPHONE AND TYPEWRITER
Co., Ltd.

S. MOUTRIE & CO., LTD.,
York Building, Chater Road.

Hongkong, 13th April, 1907. 38-1

Abbey's Effervescent Salt

Do you get up with a "born-
tired" feeling mornings? bud
taste in your mouth? dull
headache? wabbling stomach?
Unpleasant but familiar, isn't
it?

It is proof that you need
Abbey's Salt, the stomach
regulator, and need it badly.

A dose of Abbey's Salt be-
fore breakfast will quickly
drive these ill feelings away
and set you right within an
hour.

Sold in two sizes by all Chemists and Stores,
and by Watkins, Ltd., and A. S. Watson,
Ltd., Hong Kong.
The Abbey Fruit Salt Co., Ltd.,
144, Queen Victoria Street, London, E.C.

335-2

THE CHAMPAGNE

OF
QUALITY:



HIGHLY COMMENDED BY THE
ROYALTIES OF ALL NATIONS.

Sole Agents—
H. RUTION JEE & SON,
Wine and Spirit Merchants.

Hongkong, 17th August, 1907. 40

STORAGE
FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT
No. 235 at NORTH POINT, Suitable
for above Purpose. EXTENSIVE WATER
FRONT. DEEP WATER.

Also FOR SALE.
Portions of MARINE LOTS Nos. 31 & 35
on PLAYA EAST. Approximate AREA
43,000 SQUARE FEET. 300 YEARS' LEASE.
For Particulars, apply—
GEO. PENWICK & Co., Ltd.

Hongkong, 8th June, 1906. 106

THE KING'S PRIZE AT BISLEY.

The Times special correspondent at Bisley July 10th.—The gradually increasing heat of the past week has culminated on this, the final day of the meeting in a scorching midday and afternoon, such as are the exception in this country. At the same time, there was always to be found a pleasant breeze, and I have not heard of any cases of sunstroke. From early morning there poured into the camp crowds of people anxious to see the final stages of the King's Prize, and when at 10 the mounted scouts began their popular competition there was already a large assemblage of interested spectators. This event differs from the old-fashioned Loyd-Lindsay in several particulars, one of the chief being that no horse-riders are permitted, consequently skill in rapid riding is an important factor. Firing takes place at 500 and 800 yards, and points are given or deducted in relation to various subsidiary details. The first team of the 18th Hussars were successful in gaining the first prize of £20 with a score of 193. An unfortunate accident occurred during the contest, the horse of the regimental sergeant-major of the 5th Lancers slipping on the hard ground and giving his rider a bad fall, subsequent examination revealing a broken collar-bone and some damaged ribs. A sensation was also created by the escape of two horses, which, galloping down the range, caused all firing to be temporarily stopped.

The Visiting Challenge Cup, a competition more generally known as the Lords and Commons Match, caused great interest, and was keenly watched by many people who had come down from London for the purpose. It did not, however, produce a close contest, for the position of the Lords was never for a moment in doubt, and they ultimately won easily as will be seen from the final stage for the King's Prize.

At 12.40 began the final stage for the King's Prize on the Stickle-down Ranges. This is it is hardly necessary to explain, consists of ten shots at each of the three ranges, 800, 900 and 1,000 yards, which the 100 competitors left in on the preceding day from the second stage proceed to fire, the total, which gives the final placing, being at their previous performance at the two other stages. The shooting proceeded steadily, the issue up to the very end being an open one. Then it was won by the 1st B. East Yorkshire Regt., had apparently won, and, in fact, he was congratulated by Lords Roberts and Chelmsford on having done so. Just, however, as his brother Yorkshiremen were about to carry him off in a chair it was announced that a protest had been lodged. Hastily the Council held a meeting, and examined witnesses on the running deer but with the inevitable result that the three credited to Sergeant Padgett for his last shot had to be deducted from his score, for it appeared that his sixth shot had been signalled a miss, which decision was in no way altered after a challenge. On examining his fired cartridge he found signs of blow, and on his showing these to the range officer, he was permitted to have another shot. This altogether gave him 11 shots at the distance, and it is needless to say, quite contrary to the Bisley regulations, which permit a second cartridge only in case of a miss. The episode being terminated, it was found that the tie for first place had taken place between Lieut. Addison, an Australian officer, and Pte. Hope, of the 1st London V.R.C., which, on being shot off, was won fairly easily by the former. Unnecessary to say, the victory was a most popular one, this being the first occasion on which an Australian has won this coveted trophy.

Although Lieut. Addison is the winner of many prizes in Australia, this is his first visit to Bisley, and it is one of which he should treasure the pleasant recollection, for his victory this afternoon was but the culminating point in a long series of successes gained by the Australian team as a whole. While heartily congratulating the winner on his brilliant performance, it is impossible not to feel the greatest sympathy for Pte. Addison, who, as the 1st Dumbarton V.R.C. the winner of the Queen's Prize in 1892, he would do, though no longer a young man, have reported to one of those misadventures that the best and most experienced marksmen are liable to, fired at the wrong target, with the result that the magpie thus obtained could not count in his score. Could it have done so, he would have beaten Lieut. Addison by one point.

The subsequent distribution of prizes by Her Royal Highness Princess Christian brought to a close one of the most successful meetings that has ever been held. From start to finish everything had gone without a hitch, and the combination of record scores, record weather, and the introduction for practical purposes of the point-dbullet will cause it to be one to be remembered for many years to come. In looking to the future, we must be prepared for a considerable extension in the use of the new 300 yards range, it having proved satisfactory in bringing about the result for which it was designed. The question of the 300 yards range for marksmanship is likely to come under consideration, the improvement of ammunition having caused an uninteresting and monotonous sequence of bulls to be rather the rule than the exception at this distance. Without doubt the pointed bullet has come to stay. To what I have previously said on this subject in these columns I have now nothing to add, except to report

that, having had an opportunity of examining some of the targets on which it has been used, I can find no traces of any tendency to keyhole. To avoid any further misconception, it may be as well to repeat that the pointed bullet is no new thing in itself, experiments with it having been carried out for many years past, but that its acceptance during the last fortnight by the best rifle shots in England as indispensable to accurate shooting mark it as having at last passed the boundary of the experimental stage. While crediting the bullet with the lion's share in the improvement of shooting which has occurred, there is another contributory cause which is at times liable to be forgotten. I refer to the treating of rifle barrels with certain compounds of ammonia with a view to getting rid of metallic fouling. There are various makes of these compounds on the market, the most popular being apparently one known as K.N.S., and, in gratefully acknowledging their great efficiency, it is as well not to lose sight of the fact that it was that distinguished chemist Dr. Hodgkinson who, after much experiment, first took out a patent for this treating of rifle barrels.

In any detailed report of this year's meeting, it is impossible to ignore what has been said, and still more unfortunately written, on the subject of shooting in the Regular Army. Because in the United Service Match a team of presumably the eight best shots in the Army scored 33 points less than a team of presumably the eight best shots in the Volunteers, to total of the latter being the record one of 791, the remarkable deduction has been drawn that the shooting of the Army as a whole is in a most unsatisfactory condition. Nor has any hesitation been shown in deducing the obvious moral that the officers of the British Army, in spite of South African experiences, have not yet realized the importance of the subject, and are inclined to treat it as one inferior in value to, say, ceremonial movements. To any one acquainted with the daily life of our officers, this extraordinary line of reasoning can only be regarded as laughable, but, as there are many who are not so acquainted, it is only fair to a very uncomplimentary and hardworking body of men to point out the real state of affairs. The targets that the soldiers encounter on the field of battle bear, it is almost needless to say, not the very remotest resemblance to those which are to be found at Bisley, and in training troops for war it is hardly to be wondered at that the military authorities insist that practice under service conditions and at targets as nearly as possible resembling those likely to be found in the field is the only test of the standard of the class of shooting that is required for military purposes.

It is, however, of course necessary for the soldier to be taught to walk before he can run, and the only way known to enable him to learn to do so is to teach him by practice at the ordinary target until he attains sufficient proficiency to be fit to fire at a service one. This preliminary teaching may be either very interesting or extremely tedious, depending on the proficiency of the instructor. If done in a perfunctory manner the former is the case, but if it is done in a systematic and interesting manner, which is the case in the case of the National Rifle Association, it is a most interesting and profitable occupation. Among some men this interest develops into a love of rifle shooting, which becomes the recreation of their spare time, and which, thanks to the encouragement of the National Rifle Association, produces such perfect examples of the art of rifle shooting as Sgt. Major Wallingford and many others.

But, however stimulating the energies of the younger men, the ultimate effect is probably far greater than is generally supposed, it is a recreation only that this description of shooting must be looked upon. The real business of what is required in war time can be learnt only at service targets, and proficiency in hitting these under service conditions, not by selected teams, but by battalions as a whole, is the only true test of the shooting of the Army. To argue, therefore, as has been so much done during the meeting, that the result of the United Service Match has been to prove that the Army as a whole cannot shoot as well as they ought to is as foolish as it is inaccurate. The only moral to be deduced from the scores in this match is that furnished by most other sporting competitions—namely, that in the many and interesting recreation of shooting at a Bisley target the eight brilliant shots who represented the Volunteers had by years of work brought themselves to that state of efficiency which is bound in the end to secure the success it deserves.

While I am on the subject of Army shooting at Bisley, reference may be made to a somewhat theory question which has cropped up. The rifle with which, practically, the whole Army is now armed is the short Lee, and it is not unusual that in competitions in which the service rifle is used the authorities should consider that this particular rifle should be employed. The marksmen, however, contend, and with perfect truth, that it does so by starts with an initial handicap that he has done nothing to deserve, for it is a well-known fact that the short rifle, though in many respects a better all-round military weapon than the long one, is nevertheless inferior to the latter in accuracy of shooting. It is stated that the new Mark 3 a certain number of which, it is understood, have been issued to the School of Musketry at Hythe, is in every respect the equal of the old rifle, but then it often happens that first issues are superior to their successors, which are turned out in large quantities. One way or another, the question will have to be decided before next year. Meanwhile, it appears likely

that, when the Volunteers have had their present long rifle converted to charger loading and furnished with improved sights, they will be better equipped than ever with a rifle suitable for competitive purposes.

And so ends the record of a great meeting. I have been but little time to refer to its social side, but I should be failing in my duty were I not to mention the pleasure that has been given to the camp as a whole by the band of the 2nd Batt. the King's (Liverpool Regt.), which, by the kindness of its officers, has been allowed to attend the meeting, and has shown an alacrity daily with its melody. Equally failing in my duty should I be if I bore no testimony to the men who bear at Bisley the heat and burden of the day. The officers of the executive officer, of the chief range officer, and of the statistical officers, who, in addition to their administrative organization, which only those who, like myself, have been privileged to see something of their inner working can in any way appreciate. A very particularly laid-out camp has been for the last fortnight a tribute to the ability of Capt. O'Connor, of the Royal Engineers. Of the markers and register keepers, in a small world where gossip travels apace, I for one have heard no complaints. A contingent of Marines, under their energetic and hard-working commander, Capt. Mullins, have shown once more how this distinguished service combines in itself the best qualities of the Army and the Navy. To Col. Cross, Col. Moore, Major Matthews, and Capt. Hardy, of the N.R.A., and to Col. Hopton, Capt. Mayne, and Capt. Lloyd, of the R.A., may I offer my grateful thanks for the courtesies and kindness which have done so much to lighten my task?

The following were the scores:—
R.M. The King's Prize.
Winner of the R.N.A. Gold Medal, Badge, and £250.
1st. W. C. Addison, Australia, 193. 2nd. W. C. Addison, Australia, 193. 3rd. W. C. Addison, Australia, 193. 4th. W. C. Addison, Australia, 193. 5th. W. C. Addison, Australia, 193. 6th. W. C. Addison, Australia, 193. 7th. W. C. Addison, Australia, 193. 8th. W. C. Addison, Australia, 193. 9th. W. C. Addison, Australia, 193. 10th. W. C. Addison, Australia, 193. 11th. W. C. Addison, Australia, 193. 12th. W. C. Addison, Australia, 193. 13th. W. C. Addison, Australia, 193. 14th. W. C. Addison, Australia, 193. 15th. W. C. Addison, Australia, 193. 16th. W. C. Addison, Australia, 193. 17th. W. C. Addison, Australia, 193. 18th. W. C. Addison, Australia, 193. 19th. W. C. Addison, Australia, 193. 20th. W. C. Addison, Australia, 193. 21st. W. C. Addison, Australia, 193. 22nd. W. C. Addison, Australia, 193. 23rd. W. C. Addison, Australia, 193. 24th. W. C. Addison, Australia, 193. 25th. W. C. Addison, Australia, 193. 26th. W. C. Addison, Australia, 193. 27th. W. C. Addison, Australia, 193. 28th. W. 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SHIPPING.

ARRIVALS.

ARKHOLME, British str., 2,551, P. K. Barnett, 22nd August—Kooling 20th Aug. General—Shanghai, Tientsin & Co.
 ARCADIA, British str., 1,000, A. L. Valentini, 22nd August—Shanghai 20th Aug. Mails and General—P. & O. S. N. Co.
 CHINRIANO, British str., 1,200, Robertson, 21st August—Saigon 17th August, General—Butterfield & Swire.
 HONGKONG, British str., 2,000, Kinghorn, 22nd Aug.—Singapore 16th Aug. General—Chinow.
 LIANGCHOW, British str., 1,200, Harder, 21st August—Amoy 20th August, Nil—Butterfield & Swire.
 MAITA, British str., 3,800, R. A. Peters, 22nd August—Bombay 6th Aug. Mails and General—P. & O. S. N. Co.
 PRINCE OF WALES, German str., 3,302, D. Lenz, 22nd August—Sydney 20th July, General—Melchers & Co.
 SANKI MARU, Japanese str., 3,850, S. T. G. Pearson, 21st August—London 13th July and Singapore 16th August, General—Nippon Yusen Kaisha.
 SKRUMSTAD, Norwegian str., 1,600, O. Hansen, 21st August—Saigon 17th August, Rion—Asgard, Thoresen & Co.

CLEARANCES.

At the Harbour Master's Office.
 22nd August.
 Agamemnon, British str., for Shanghai.
 Hwang, British str., for Hongkong.
 Mado, British str., for Shanghai.
 Yangchow, British str., for Nanchow.
 Taki Maru, Japanese str., for Moji.
 Tingchow, British str., for Saigon.
 Tinho, British str., for Tientsin.

DEPARTURES.

22nd August.
 BELLEFLORE, British str., for Singapore.
 CATHERINE ALBA, Brit. str., for Singapore.
 HARBART, British str., for Moji.
 KURIKI, British str., for Canton.
 KWANLOO, Chinese str., for Canton.
 LONCHON, French str., for Shanghai.
 QUARTA, German str., for Batavia.
 SAKAI, German str., for Bangkok.
 TAIKOSAN MARU, Jap. str., for Kuchino.
 TAIWAN, British str., for Saigon.
 WOSANG, British str., for Shanghai.
 YOHCHO, British str., for Shanghai.

SHIPPING REPORTS.

The British str. *Abelard* reports: Strong Northerly wind to Harker Point.
 The British str. *Chunghing* reports: Light N. W. winds and fine weather, N. E. swell.

VESSELS IN DOCK.

August 22nd.
 ARRIEN DOCKS.—
 Kowloon Docks—*Vigilante*, *Glenfury*, *Hercules*.
 COSMOPOLITAN DOCKS.—

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW AMOY AND POOCHOW.

THE Company's Steamship.
 "HAITAN."
 Captain J. F. Rott, will be despatched for the above Ports TO-DAY, the 23rd August, at 1 P.M.
 For Freight or Passage apply to DOUGLAS LAURIAK & Co., General Managers, Hongkong, 20th August, 1907. 1374

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship.
 "ARCADIA."
 Captain A. L. Valentini, carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 24th August, at Noon, taking passengers and cargo for the above ports in connection with the Company's steamer "MOLDAVIA," 9,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped direct to the mail steamer proceeding direct to Marseilles and London, other cargo for London, etc., will be conveyed from Bombay by the R.M.S. "Egyr," due in London on 6th October, 1907.
 Passengers will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 16th August, 1907. 1

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.
 STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, EGYPT, MARSAILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS

THE Steamship.
 "POLYNESIAN."
 Captain Broc, will be despatched for MARSAILLES, on TUESDAY, the 23rd September, at 1 P.M.
 Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt despatch at Colombo.
 Cargo also booked for principal places in Europe.
 Next sailings will be as follows:
 S.S. "TOURNAI" ... 17th Sept.
 S.S. "AUSTRALIEN" ... 15th Oct.
 S.S. "NIRA" ... 14th Oct.
 S.S. "YARRA" ... 29th Oct.
 S.S. "EINSTEIN SIMONS" ... 14th Nov.
 S.S. "TUNKIN" ... 26th Nov.
 G. DE CHAMPEAUX, Agent. Hongkong, 21st August, 1907. 2

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL.	ARCADIA	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	To-morrow at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SUNIA	Brit. str.	—	G. M. McIlford, R.N.	P. & O. S. N. Co.	About 28th inst.
MARSAILLES &c. VIA PORTS OF CALL.	POLYNESIAN	Brit. str.	—	Broc	MESSAGERIES MARITIMES	On 3rd Sept., at 1 P.M.
MARSAILLES, HAVRE & COPENHAGEN	TRANQUEBAR	Den. str.	—	—	MELCHERS & Co.	Middle of September.
HAVRE & HAMBURG VIA STRAITS, &c.	SAKONA	Ger. str.	k.w.	Isabel	HAMBURG-AMERIKA LINIE	To-day.
HAVRE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k.w.	Winnberg	HAMBURG-AMERIKA LINIE	On 17th September.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON &c.	P. R. LUTFOLD	Ger. str.	—	H. Kitchner	MELCHERS & Co.	On 24th inst. at Noon.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	HABSBURG	Ger. str.	k.w.	Filer	HAMBURG-AMERIKA LINIE	On 4th September.
TRIESTE, &c. VIA SINGAPORE, &c.	AUSTRIA	Aus. str.	—	A. Blaffer	SANDER, WIELER & Co.	On 27th inst. P.M.
NEW YORK	ABERLOUR	Brit. str.	—	—	SHAW, TOMES & Co.	To-day.
NEW YORK	SATSUMA	Brit. str.	—	—	DODWELL & Co., Ltd.	On 7th September.
BOSTON & NEW YORK	GHAZEE	Brit. str.	—	—	DODWELL & Co., Ltd.	On 14th September.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1m.	—	CANADIAN PACIFIC R. Co.	On 29th inst., at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	TAIKER	Brit. str.	2m.	—	CANADIAN PACIFIC R. Co.	On 11th Sept., at Noon.
VICTORIA (B.C.) & TACOMA VIA JAPAN	THOMSON	Brit. str.	—	T. W. Garlick	DODWELL & Co., Ltd.	About 10th September.
CALLAO AND IQUIQUE, VIA JAPAN PORTS, &c.	CHUNPANG	Brit. str.	—	—	TOYO KISEN KAISHA	On 29th inst., at Noon.
AUSTRALIAN PORTS VIA PERTH DARWIN &c.	EASTERN	Aus. str.	—	—	GIBB, LIVINGSTON & Co.	On 31st inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	TSINAN	Brit. str.	1m.	C. Lindbergh	BUTTERFIELD & SWIRE	On 7th Sept., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	IRINE SIGISMUND	Ger. str.	—	D. Lenz	MELCHERS & Co.	On 12th Sept., at Noon.
VLADIVOSTOK	VINE BRANCH	Ger. str.	—	D. Lenz	DODWELL & Co., Ltd.	To-day, at 3 P.M.
YOKOHAMA AND KOBE	PRINCE SIGISMUND	Ger. str.	—	W. B. Brown	MELCHERS & Co.	On 10th Sept., at 4 P.M.
YOKOHAMA AND KOBE	CHINGTO	Brit. str.	1m.	Jurriarso	BUTTERFIELD & SWIRE	Quick despatch.
YOKOHAMA AND KOBE	TILLWONG	Brit. str.	—	Cox	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
YOKOHAMA AND KOBE	KANCHOW	Brit. str.	1m.	—	BUTTERFIELD & SWIRE	On 23rd inst., at 4 P.M.
YOKOHAMA AND KOBE	MAITA	Brit. str.	—	K. A. Peters	P. & O. S. N. Co.	About 22nd inst.
YOKOHAMA AND KOBE	LIENHIA	Ger. str.	k.w.	J. W. Walker	HAMBURG-AMERIKA LINIE	On 27th inst., at 4 P.M.
YOKOHAMA AND KOBE	CHANGCHOW	Brit. str.	1m.	P. H. Rolfe	BUTTERFIELD & SWIRE	On 27th inst., at 10 A.M.
YOKOHAMA AND KOBE	NAISANG	Brit. str.	—	M. Nemoto	JARDINE, MATHESON & Co., Ltd.	About 27th inst.
YOKOHAMA AND KOBE	SHOSHU MARU	Jap. str.	—	P. Groch	OSAKA SHOSHEN KAISHA	About 30th inst.
YOKOHAMA AND KOBE	IRINE HEINICH	Ger. str.	—	F. E. Andrews, R.N.	MELCHERS & Co.	On 1st September.
YOKOHAMA AND KOBE	MANILA	Brit. str.	—	v. Hoff	P. & O. S. N. Co.	To-day, at 4 P.M.
YOKOHAMA AND KOBE	IBHENANIA	Ger. str.	k.w.	H. Harder	HAMBURG-AMERIKA LINIE	On 1st September.
YOKOHAMA AND KOBE	LIANGCHOW	Brit. str.	1m.	G. Hooker	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
YOKOHAMA AND KOBE	LIANGCHOW	Brit. str.	1m.	K. A. Wavell	BUTTERFIELD & SWIRE	On 26th inst., at 4 P.M.
YOKOHAMA AND KOBE	LIANGCHOW	Brit. str.	1m.	F. D. Northcombe	BUTTERFIELD & SWIRE	On 23rd inst., at 4 P.M.
YOKOHAMA AND KOBE	LIANGCHOW	Brit. str.	1m.	Robertson	BUTTERFIELD & SWIRE	On 31st inst., at 4 P.M.
YOKOHAMA AND KOBE	LIANGCHOW	Brit. str.	1m.	H. S. Smith	OSAKA SHOSHEN KAISHA	To-day, at 4 P.M.
YOKOHAMA AND KOBE	LIANGCHOW	Brit. str.	1m.	T. Meyrick	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 10 A.M.
YOKOHAMA AND KOBE	LIANGCHOW	Brit. str.	1m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
YOKOHAMA AND KOBE	LIANGCHOW	Brit. str.	1m.	E. Fraser	BUTTERFIELD & SWIRE	On 27th inst., at 4 P.M.
YOKOHAMA AND KOBE	LIANGCHOW	Brit. str.	1m.	R. Almond	SHAW, TOMES & Co.	On 14th September.
YOKOHAMA AND KOBE	LIANGCHOW	Brit. str.	1m.	E. Finlayson	BUTTERFIELD & SWIRE	On 31st inst., at 4 P.M.
YOKOHAMA AND KOBE	LIANGCHOW	Brit. str.	1m.	R. Houghton	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
YOKOHAMA AND KOBE	LIANGCHOW	Brit. str.	1m.	F. Sombill	MELCHERS & Co.	About 31st inst. 9 A.M.
YOKOHAMA AND KOBE	LIANGCHOW	Brit. str.	1m.	W. E. Sawyer	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at 3 P.M.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and staterooms. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	A. Fraser	Manila	On 7th September.
RUBI	2540	R. W. Almond	Manila	On 14th September.

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 20th August, 1907. 15

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "ABERLOUR" ... On 23rd August.

For freight and further information apply to SEEWAN, TOMES & CO., GENERAL AGENTS.

Hongkong, 16th August, 1907. 16

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSAILLES, HAVRE and COPENHAGEN	"TRANQUEBAR"	Middle of Sept.

For Further Particulars, apply to MELCHERS & CO., AGENTS. Hongkong, 21st August, 1907. 9

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL.
* MOJI	"CHUNPANG"	Friday, 23rd Aug. Noon.
* MANILA	"YUENSANG"	Friday, 23rd Aug. 4 P.M.
* SANDAKAN via JESSELTON	"MAUSANG"	Friday, 23rd Aug. Noon.
* SHANGHAI, YOKOHAMA, KORE & MANILA	"NAMANG"	Friday, 23rd Aug. 4 P.M.
* SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Thursday, 29th Aug. 3 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.
 Hongkong to Singapore 1st Class, Single \$ 65. Return \$100.
 Penang " " " 85. " 120.
 Calcutta " " " 155. " 250.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 * Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
 * Taking Cargo on Through Bills of Lading to Kuchat, Lahad, Duta, Simporna, Tawao, Usman, Jesselton and Labuan.
 For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., GENERAL MANAGERS. Hongkong, 22nd August, 1907. 18

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "RHEMANIA," "HAMBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amply and fitted with fine, Laundry on Board. Doctor and Stewardsess carried. These steamers call at ELMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.
 In addition to these boats, the steamers "SCANDIA" & "SILESIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

RHEMANIA ... 1st September
 HOHENSTAUFEN ... 1st October
 SILESIA ... 2nd November

HOMeward.

FOR THE STRAITS, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE, & HAMBURG.

HAMBURG ... 4th September
 RHEMANIA ... 2nd October
 HOHENSTAUFEN ... 30th October

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:

LIBERIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 16th Aug.
 RHEMANIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 1st Sept.
 SUEVIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 14th Sept.
 BREGAVIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 26th Sept.

NEXT SAILINGS HOMeward:

VIA STRAITS, COLOMBO AND ADEEN.
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

SAXONIA ... HAVRE & HAMBURG ... 23rd Aug.
 SLAVONIA ... NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 4th Sept.
 SLAVONIA ... HAVRE & HAMBURG ... 17th Sept.

* Special attention of intending Passengers is drawn to the splendid accommodation of this Steamers. Saloon and cabins amply lighted throughout by electricity. Daily qualified Doctor and stewardess carried. Laundry on board.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain.	Sailing Date.
TREMONT	8,606	T. W. Garlick	About 10th September.
SUVERIC	—	—	On 1st October.
KUMERIC	—	—	On 15th October.

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-tower s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS. Hongkong, 17th August, 1907. 7

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEEN, SUEZ and PORT SAID. Taking Cargo at through rates to the BRAZIL, RED SEA, BLACK SEA, LEVANT, VENEZIA and AETHIOPIC PORTS.

THE Company's Steamship "AUSTRIA."

Captain Blaffer, will be despatched as above on the 27th August, p.m. This Steamer has capital accommodation for passengers, electric light, and carries a doctor. For information as to Passage and Freight apply to SANDER, WIELER & Co., Agents, Prince's Buildings, Hongkong, 22nd August, 1907. 3

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong CALLAO AND IQUIQUE, VIA JAPAN PORTS (Kure, Kobe and Yokohama). With option to Call at Mexican and other Coast Ports.

Steamers Tons To Sail
 "GLENFARG" ... 3,500 Noon 29th Aug.
 "KASATO MARU" ... 6,100 Mid. of October.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSUDA, Manager, York Buildings, Hongkong, 21st August, 1907. 10

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship "EASTERN," Capt. McArthur, will be despatched as above on SATURDAY, the 31st inst., at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon are carried. N.B.—To secure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents, Hongkong, 7th August, 1907. 1314

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
 S.S. "SABANA" ... 7th Sept.
 FOR BOSTON AND NEW YORK.
 S.S. "GHAZEE" ... 14th Sept.
 S.S. "SIKH" ... 14th Oct.
 1st Class Passenger accommodation. For Freight and further information, apply to DODWELL & CO., LTD., Agents. Hongkong, 22nd August, 1907. 1228-1254

FOR VLADIVOSTOK.

THE Steamship "VINE BRANCH" will be despatched as above on or about 10th September. For Freight and further particulars, apply to DODWELL & CO., LTD., Agents. Hongkong, 7th August, 1907. 1308

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1898. 8

DAVID CORSAIR & SON'S MERCHANT NAVY.

NAVY BOILED LONG FLAX RELIANCE CROWN TARPAILING ARNHOLD, KARBURG & CO. Sole Agents. 295

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 m.m. With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. SIEMSEN & CO. Hongkong, 6th March, 1907. 46

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 m.m. With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS. CARLOWITZ & CO. Agents. Hongkong, 13th March, 1907. 575

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAMERS	TO SAIL	REMARKS.
SHANGHAI	MALTA Capt. H. A. Poles	About 22nd } Freight and August } Passage.
LONDON VIA USUAL PORTS	ARCADIA Capt. A. L. Valentini	Noon, 24th } See Special August } Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SUNDA Capt. G. M. Montford	About 23rd } Freight and August } Passage.
SHANGHAI, MANILA, KOBE, MANILA and YOKOHAMA	Capt. F. E. Andrews, R.N.R.	About 3rd } Freight and August } Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 19th August, 1907.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"LIANGCHOW"	On 23rd Aug. 4 P.M.
AMOI, WEIHAIWEI, CHEFOO and TIENTSIN	"KUEICHOW"	On 26th Aug. 4 P.M.
SWATOW and SHANGHAI	"KUKIANG"	On 26th Aug. 4 P.M.
SHANGHAI and YONGAMPO	"CHANGG IOW"	On 27th Aug. 4 P.M.
MANILA	"TAMING"	On 27th Aug. 4 P.M.
SWATOW and SHANGHAI	"LINAN"	On 28th Aug. 4 P.M.
CHINKIANG	"KANCHOW"	On 28th Aug. 4 P.M.
CEBU and LOILO	"KAIFONG"	On 31st Aug. 4 P.M.
SWATOW and SHANGHAI	"SHAOSING"	On 31st Aug. 4 P.M.
SWATOW and SHANGHAI	"CHINKIANG"	On 31st Aug. 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 7th Sept. 4 P.M.
YOKOHAMA and KOBE	"CHINGTU"	On 10th Sept. 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMUI VIA SWATOW { JOSHIN MARU }	Capt. H. S. Smith	SUNDAY, 25th Aug., at 10 A.M.
AND AMOI		
† SHANGHAI VIA SWATOW, { SHOSHU MARU }	Capt. M. Nemoto	TUESDAY, 27th Aug., at 10 A.M.
AMOY AND FOCHOW		

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong 20th August, 1907

F. ABIMA, Manager 14

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 days Across the Pacific to the "EMPERESS LINE." Saving 5 to 10 days Ocean Travel.
11 DAYS YOKOHAMA to VANCOUVER.
18 DAYS HONGKONG to VANCOUVER.

R.M.S.	PROPOSED SAILINGS.	(Subject to Alteration)	TONS	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF JAPAN"	6,000	...	THURSDAY,	29th Aug.	13th Sept.
"TANTAR"	4,425	...	WEDNESDAY,	11th Sept.	5th Oct.
"EMPERESS OF CHINA"	6,000	...	THURSDAY,	26th Sept.	14th Oct.
"EMPERESS OF INDIA"	6,000	...	THURSDAY,	24th Oct.	11th Nov.
"MONTEAGLE"	6,153	...	WEDNESDAY,	6th Nov.	30th Nov.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22½ days from YOKOHAMA and 29½ days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 280; via New York 282.

Intermediate Steamers at 12 Noon.

R.M.S. "MONTEAGLE" and "TARTAR" carry Intermediate passengers only, at intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya opposite Blaks Pier.NORDDEUTSCHER LLOYD. BREMEN.
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ SIGISMUND"	Friday 23rd Aug. at 3 P.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ HEINRICH"	About Tuesday, Capt. P. Gnosch 27th August.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ REGENTLUITPOLO"	Weddy 28th Aug. at Noon
KUDAT and SANDAKAN	"BORNEO"	About Saturday, Capt. F. Semml 31st Aug. at 9 A.M.
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	Thursday, 12th Capt. D. Lenz Sept. at Noon.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHRS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 23rd August, 1907.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
WILLOW	JAVA	Second half of Aug.	JAPAN	Second half of Aug.
NIMAH	JAPAN	Second half of Aug.	JAVA PORTS	Second half of Aug.
NIBODAS	JAPAN	Second half of Aug.	JAVA PORTS	First half of Sept.
NIPANAS	JAPAN	First half of Sept.	JAVA PORTS	First half of Sept.
TIKINI	JAVA	First half of Sept.	JAPAN	First half of Sept.
WILATAP	JAPAN	First half of Sept.	JAVA PORTS	First half of Sept.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor.
Hongkong, 14th August, 1907.

Telephone No. 375.

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PASSENGER SEASON 1908.

IN 25 DAYS TO ITALY
BY THE
MAGNIFICENT N.D.L. LINERS:

STEAMER	TONS REG.	ON	DATE
"BUELOW"	8,000	ON	MARCH 11TH.
"PRINZ LUDWIG"	9,630	ON	MARCH 25TH.
"PRINZESS ALICE"	10,911	ON	APRIL 8TH.

CALLING AT NAPLES; GENOA; GIBRALTAR; AND SOUTHAMPTON TO
LAND PASSENGERS.

Early booking recommended.

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General Agents. 1365

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE H.A.L. STEAMSHIP

"SLAVONIA."

Capt. Wunsberg, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY. Any Cargo impeding her discharge will be loaded into the hold, and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which time they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant, will be subject to rent.

All broken, clafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant at 3 P.M.

No Fire Insurance has been effected.

HAMBOURG-AMERIKA LINIE.

Hongkong Office.

Hongkong, 17th August, 1907. 1357

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAWERS,"

FROM MIDDLESBROUGH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognised.

All broken, clafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst. at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 18th August, 1906. 1365

S.S. "TOURANE,"

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London or ex. s.s. "Maipaan" and "Chamille," from Bordeaux ex. s.s. "Vichy" in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Pressure and Valuables, are being loaded and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon, TO-DAY, requesting it to be loaded here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MON. AY, the 26th inst., 1907, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 26th inst., 1907, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 26th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 18th August, 1907. 2]

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Length on Blocks... 714 "
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Width of Entrance on Bottom... 684 "
Water on Blocks at Spring Tide 344 "

DOCK No. 1.

Extreme Length... 533 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 68 "
Width of Entrance on Bottom... 68 "
Water on Blocks at Spring Tide 61 "

DOCK No. 2.

Extreme Length... 571 feet.
Length on Blocks... 386 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
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Hongkong, 4th October, 1903.

